

10. NAME(S) OF STRUCTURE  
State Bridge Number 88

11. PHOTOS (W/ FILM ROLL & FRAME NO.) AND SKETCH MAP OF LOCATION  
47A:32-36 48A:6-9



47A:32

Mack, Warren W. "A History of Motor Highways in Delaware", in Reed, Henry Clay, Delaware: A History of the First State, vol.2, pp.535-550 (NY: Lewis Historical Publishing Co., 1947).

Delaware State Program. Delaware State Highways; The Story of Roads in Delaware.... [Newark, Delaware: Press of Kells, 1919].

Federal Writers' Project. Delaware: A Guide to the First State. (New York: Viking Press, 1938).

Delaware State Archives. New Castle County Levy Court Records. Specifications, Proposals, Contract and Bond files.

Delaware State Archives. New Castle County Road Commissioners Records, 1750-1940.

Delaware DOT records: Annual Reports; contract files.

Plans on file at Delaware DOT: Contract #680, 87-570-15

13. INVENTORIED BY:

AFFILIATION

DATE

P.A.C. Spero & Company with Kidde Consultants for Delaware DOT

April-November 1988



# HABS/HAER INVENTORY

See "HABS/HAER Inventory Guidelines" before filling out this card.

## 1. NAME(S) OF STRUCTURE

State Bridge Number 88

## 2. LOCATION

Snuff Mill Road over Tributary of Red Clay Creek  
Delaware Heights, New Castle County, Delaware

## 3. DATE(S) OF CONSTRUCTION

1939

## 4. USE (ORIGINAL/CURRENT)

Vehicular

## 5. RATING

SG

## 6. CONDITION

Good: Some spalling of concrete encasement of fascia beams. Stone mortar deteriorated in some areas.

State Highway Bridge 88 is a 32'-0" steel girder span, carrying two lanes of traffic on a 25'-0" wide deck. The superstructure rests on concrete abutments, with U-shaped wing walls of random rubble masonry construction. Six rolled I beams, spaced at 5'-1" intervals, support the deck. The fascia girders are encased in concrete and faced with stone; the lower edge is cambered and shaped as a shallow segmental arch. There is a stone parapet, cambered to reflect the "arch" shape, with a decorative stone cap. Mortar joints are deeply raked.

Delaware Department of Transportation records state that Bridge 88 was built in 1939. Drawings dated May 1939 on file at the Delaware Department of Transportation document the configuration and construction details of this structure, built under Delaware Highway Department Contract 680. These drawings also detail the reinforcement scheme and the method for attaching rubble masonry to the faces of the abutments and beams. State Bridge Number 88, the "Haskell Bridge," was constructed by the Olivere Paving and Construction Company of Wilmington, for a total cost of \$5,508.30. It is a steel girder bridge constructed to look like a stone bridge. Bridge Engineer A. G. Livingston of the State Highway Department was a champion of these stone-faced bridges, which were built in wooded, often parklike settings; Livingston's notes and other documents indicate his strong feeling that a structure's surroundings should influence its form, and that the stone masonry was an appropriate response to the landscape of upper New Castle County. Notes on the drawings for Bridge 543, a masonry-embellished steel girder bridge constructed in the area in 1934, provide insight into the inspiration for this treatment: "the site shows exposed rock thickly located around the entire vicinity; construction should conform as closely as possible to the surrounding country." In this particular case, the masonry treatment was dictated at least in part by the characteristics of the structure which the present bridge replaced, probably a timber bridge on stone abutments. In a letter dated June 22, 1939, announcing the award of the construction contract, the Chief Engineer instructed the contractor, "you will again use face stone for your rubble masonry, to match stone used by Mr. Haskell."

Bridge 88 is an exceptional example of a masonry embellished steel girder bridge. Several small concrete slab and steel girder spans in upper New Castle County are faced with rubble masonry, in an apparent effort to relate to their rustic surroundings as well as to reflect the area's historic association with early turnpike construction; these small stone-faced bridges present an appearance similar to that of nineteenth century turnpike structures. Survey results indicate that this masonry articulation of the girder bridge type was built only in New Castle County. Several similarly embellished bridges were built by the Levy Court of New Castle County in the early 1930's; upon taking over responsibility for all road and bridge construction throughout the state in 1935, the State Highway Department continued the practice.